

THEY EXPLORED The WIDE PACIFIC

TALES OF
DARING TRAVEL

HUNTING "THE LAND OF THE HOLY GHOST"

RIGHT down the centuries, men hunted for the "Land of the Holy Ghost"—the "Terra Australis Incognita," the lost Southern Continent.

Why? Because symmetry was a passion among the earliest geographers. The Roman cartographer, Herodotus, for example, made the course of the Nile conform with that of the Danube—and it wasn't until Mungo Park set out on his single-handed quest, as "Good Morning" has already told you, that it was shown what a vital mistake this passion was for "getting things to look right."

Similarly, it was decided by the Egyptian, Ptolemy, that the known land masses of the North must have their corresponding land masses of the South—"in order to balance the world."

Ptolemy taught that a great continent united Asia to Africa, making the Indian Ocean a huge inland sea, and this theory of Ptolemy's influenced exploration down the ages.

And when Europe, at the end of the fifteenth century, burst the shackles of the Middle Ages by the practically simultaneous discovery of the New World and the ocean route to India and the Spice Islands—men decided to strike out and find the "Land of the Holy Ghost."

The whole problem of the Pacific is summed up in the efforts of Magellan, Quiros, Tasman and Cook to find the lost continent.

IN September, 1519, the Portuguese Magellan, with a squadron of five ships, crossed the bar of the Tagus, and so began one of the greatest of all voyages. Striking the coast of Brazil, he wintered in Patagonia. Mutiny broke out. The sailors were afraid that if they skirted the Horn they would sail into an unknown sea, and even, as they said, "reach the terrible edge of the world."

Magellan flogged a ringleader—but the mutiny grew.

So he adopted the "I'll make-your-fortune" tactics: he spoke of lands full of pearls, and gold nuggets lying on the sands of the new continent which he assured his crews they would certainly discover.

"You'll be set up for life," said Magellan—and his sailors believed him.

When the sailing season opened in the following year his efforts were soon rewarded by the discovery of the Straits now known by his name.

But it was not until it was proved that the Straits led to the open ocean that, to quote the chronicler Pigafetta: "At the joy which the Captain had at this sight, he began to weep, and he gave the name of the Pacific Ocean to this new sea."

Magellan was extraordinarily unfortunate in the course he

steered across the vast ocean—and it was all due to the Egyptian Ptolemy, who had exaggerated the eastern extension of Asia.

Magellan missed islands at which water and fruit could have been obtained, and his crews underwent terrible privation, living for months on end on a few mouldy biscuits and a little water a day.

For one hundred days they endured this. It seemed as if the whole expedition was doomed. They had not enough food to go forward, and certainly not enough to get back. One morning, Magellan addressed the crews.

"I am heartily sorry," he said, "to have brought you to this pass. But there is nothing to achieve without suffering and endeavour. And now we must compose ourselves to die."

At which a master mariner replied:

"It is in the nature of our calling to confront death." Half an hour later land was sighted, and the famished sailors found fruit and other supplies in plenty.

Magellan had reached the Spice Islands—but several weeks later he was killed in a fight with the natives.

Only one surviving ship



MAGELLAN STRAITS—THE GATE TO THE PACIFIC

sailed back safely, and so was accomplished the first circumnavigation of the world. It ranks among the principal navigations of all time.

Almost one hundred years later another sailor set out from Peru. He was the Spaniard Quiros, and in 1606 he found overlapping islands which deceived him into believing that he had at last discovered the Southern Continent, which he promptly named "The Land of the Holy Ghost."

He drew up ambitious plans to build a large city, and even created an Order of Knights of the Holy Ghost.

What Quiros had discovered was the New Hebrides group—and the natives, in a battle lasting for 48 hours, drove him from the islands.

Four years later Quiros tried again, but died on the outward voyage. His pilot, Torres, discovered the Strait called after him, and, miraculously escaping its many lurking coral reefs, proved that New Guinea was not connected with the Southern Continent.

In 1611, a new sailing route was discovered by the Dutchman, Tasman, which brought his ships to the western coast of Australia. He discovered Tasmania, which he named Van Dieman's Land.

He described the new country as mountainous, with fine timber.

"It is certain," he added, "that strange humans do live here, though I saw them not."

Tasman again believed he had discovered the Southern Continent, and, sailing due East, struck the South Island of New Zealand. Following the surf-lashed coast northwards, he reached the strait separating the two islands—but he believed he was in a great bay.

After a fight with the Maoris, in which four Dutchmen were killed, Tasman withdrew.

When he got home, he was reproached "because he had found no treasures or matters of great profit."

It was not until 150 years later that England entered the field.

But Captain Cook, her

greatest navigator, finally solved the problem of the Pacific.

Cook had first won recognition as a surveyor of the St. Lawrence, and was selected to command a British expedition. Sailing in 1768, he rounded Cape Horn and landed in Tahiti.

And—what was the cause of the discovery of Australia? Astronomy. Curious, but true.

For Cook's expedition had as its object the observation of "the transit of Venus." And Cook did the job thoroughly; set up an observatory at Tahiti and took the necessary observations in perfect weather.

After this, Cook decided to sail South and look for the "Terra Australis Incognita." Bearing West, he struck the North Island of New Zealand. Again there was fighting with the Maoris, but Cook, who was nothing if not thorough, charted the coast of both islands and navigated the dividing strait which bears his name.

From New Zealand, Cook steered West, and on April 19, 1770, a Lieutenant Hicks sighted land, which was named Point Hicks. Thus was discovered the East side of Australia.

His kind Fought



After making his historic landing in Botany Bay, Cook continued to survey the coast, and nearly lost his ship on the Great Barrier. He repaired his battered ship, and, threading his way through the dangerous Torres Strait, made his way to Batavia, where malaria and dysentery decimated his crew.

Cook finally reached England after charting more than 5,000 miles of unknown coast—and after proving that Ptolemy was wrong; for Cook deliberately sailed over the area where the theorists declared the "Land of the Holy Ghost" must be.

But Cook was not inactive for long.

In 1772 he sailed from Plymouth in command of the Resolution and Adventure.

This time he tackled the great problem from the Cape of Good Hope, and on January 17, 1773, his ship was the first to cross the Antarctic Circle. Cook tried to get further South, but was turned back by an immense icefield, so, sailing at a low latitude, he made for New Zealand. When they touched Ship Cove they had been 120 days out of sight of land.

The second part of his programme was to examine the Pacific eastwards at low latitudes for the elusive Southern Continent, which was again proved to be non-existent in the areas that were examined. Indeed, in this voyage Cook finally exploded the theory of Ptolemy.

Then came his third—and last—great voyage of exploration.

He was especially instructed to explore the western coast of Canada to see if there were any possible connection between the Pacific and Atlantic.

Sailing in 1776, he again made for New Zealand, via the Cape, and to Tahiti. Sailing North, he threw himself with his customary energy into charting the western coast of North America.

Juan de Fuca was at that time shown as a strait—Cook proved it to be a great inlet and nothing more, and so once again exploded a geographical myth.

Following the coast northwards, he reached Cape Prince of Wales, the westernmost point of America. So he crossed over, and landed on the opposite coast of Asia. He then determined to proceed as far north as possible along the North American coast, and reached Icy Cape.

Returning from this splendid Arctic achievement, Cook landed on Hawaii—and there met his death at the hands of the natives.

That is the story of the great explorers of the Pacific—Magellan, Quiros, Tasman and Cook. All except Tasman died on the job.

MAKE THIS YOUR OWN NEWSPAPER
SEND YOUR
STORIES, JOKES,
IDEAS, TO
GOOD MORNING

FOR YOU S.P.O. W.G. BARNETT

IT WAS A LUCKY HAT ALL RIGHT

NOT many men can claim to having become a husband through being drawn out of a hat. But Stoker Petty Officer William George Barnett—Bill for short—will tell you that his "lottery marriage" has been a grand success. It has brought him a charming wife, Peggy, and two lovely kiddies, Fred aged two, and Gloria, aged one.

His romance began like this: Peggy, a London girl, had a friend with a penchant for pen pals in all the Services. She got so many names that she did not think she would be able to write to them all. She asked Peggy to take some of the addresses off her hands. But Peggy replied "No, I am too busy, but I don't mind writing to one."

So she put scores of the names into a hat, closed her eyes, drew out with her left hand—the one nearest her heart—and out came the name of Bill, with his Service address. She wrote to him, they exchanged photographs, and Bill said he would see her as soon as he got leave.

The sequel came five months later—in March, 1940—when they were married in London. But Bill had to rush back because he had only a week-end leave. He came later for a belated honeymoon.

Bill is a Sheffield lad, so Peggy decided to live in his home town, and now at 8 Rushby Street, where she is near his relatives, she enjoys romping with the kiddies and regularly writing to Bill. Whenever she thinks of him she hums his favourite tune. "When you are smiling," and Fred, in doubtful harmony, joins in.

Just now Peggy is looking for another house, Bill, with lots of garden, so that the kiddies can have a playground of their own.

"I never thought, when I drew his name from the hat, that it would bring us so much happiness, and we often smile about it," she told "Good Morning." "My only thought now is to get a grand home ready for when Bill comes home for keeps."

Think These Over To-day

The art of pleasing consists in being pleased.
William Hazlitt
(1778-1830).

It is a capital mistake to theorise before one has data.
Conan Doyle.

Mediocrity knows nothing higher than itself, but talent instantly recognises genius.
Conan Doyle.

These poor half-kisses kill me quite.
Michael Drayton
(1563-1631).

All empire is no more than power in trust.
John Dryden
(1631-1701).

It is a silly game where nobody wins.
Thomas Fuller
(1608-1661).



To-day's Brains Trust

TO-DAY'S Brains Trust consists of a Geologist, an Historian, a Philosopher and an Archaeologist. The question is:—

Is there any truth in the legend of Atlantis—the fabled civilised island in the middle of the Atlantic Ocean, which became submerged before the dawn of known history? If not, how did the story arise? Philosopher: "The question is not very definitive. Presumably the questioner means to ask if there is any literal truth in the legend."

"I should say that there was some definite event in the remote past which gave rise to the legend. Legends do not generally survive unless they are based—however remotely—on fact."

"But Plato's account of Atlantis, which is our own chief source of information, is undoubtedly ninety per cent. invention."

Historian: "I agree. Plato claimed to have had the story from the Egyptian savant, Solon, but that was a literary device. Plato wanted to describe his own ideas on civilisation as though they had had a real existence, and so he grafted them on to the meagre legend of a lost Atlantic island. The lost Atlantic island referred to by Solon is probably a fact, but the story of the civilised people inhabiting it is false. Why, according to some modern versions of the story, they were more advanced in the science of electricity than we are to-day, and their flying machines were more efficient than our aeroplanes! Such a civilisation could not have existed, even ten thousand years ago, without leaving indisputable traces behind it."

Archaeologist: "There are still people who believe the story, nevertheless, and they point as evidence to prehistoric remains in Spain and elsewhere which have not yet been satisfactorily accounted for."

"Some even attribute Stonehenge to the Atlanteans, but that, of course, is nonsense. The origin of Stonehenge, at least in its broad outlines, is perfectly well established."

"Certain massive dock-works of undoubted antiquity on the coast of Spain have proved harder to explain, but I have not the least doubt that when their story is eventually told by archaeologists, it will not involve the fantastic super-civilisation of the Atlantean fable."

Geologist: "There is not the slightest evidence of a large country ever existing in the centre of the Atlantic Ocean. It is certainly possible that the Azores were once at a higher altitude than they are to-day, which might enlarge them to the size of Ireland, but there

are absolutely no signs of anything like the Atlantean civilisation on the Azores."

"Some people have supposed that the fabled Atlantis was really the Canary Islands, and this is, perhaps, the most likely hypothesis. There is evidence that the Canaries were inhabited in remote times by an extinct race of very tall men known as Cro-Magnards. They carved excellent little statues, painted pictures, and performed religious ceremonies, and may well have seemed to be a super-civilisation to the semi-animal tribes on the mainland of Africa."

"They would have been seldom seen, for journeys across the sea were hazardous, and there is no evidence of boat-building at that remote time. These conditions would be favourable for the growth of a legend, and as the civilisation on the mainland developed, so would their legend of a super-civilisation on the islands have to be enhanced with new marvels to keep pace with it."

Historian: "That is certainly a plausible suggestion, and it is interesting to note that the descendants of the Cro-Magnards became known in historical times as the Guanches, and were exterminated in the Canaries by Portuguese adventurers in the fifteenth century."

"The main stock of Cro-Magnards lived in Europe in the Old Stone Age, and it is said that individual throwbacks to them sometimes occur even to-day. How they managed to reach the Canary Islands so many thousands of years before the invention of boats I cannot pretend to know."

Archaeologist: "There are two possible explanations of that."

"The first is that although we have found no traces of boats or rafts belonging to the Old Stone Age, that does not prove that they did not exist. Travelling on logs and rafts may have been practised along the coast, and some accident have caused a party of Cro-Magnards to get washed up on the shores of the Canaries."

"The second is more in the Geologist's line than mine. It is, briefly, that at the time in question the Canaries may have been joined to the African continent."

Geologist: "As a matter of fact, they quite possibly were, and for two reasons. The period was the end of the Fourth Stage of the Ice Age, when the western seaboard of Europe and Africa stood at a much higher level than it does to-day. There were no Straits of Gibraltar, for instance, and Britain was joined to the Continent."

"In addition, the gigantic

ice-cap which covered northern Europe to a depth of a thousand feet or more with frozen water involved a lowering of the level of the ocean by two or three hundred feet."

"There is a totally different explanation of the legend of Atlantis which has not yet been mentioned. This places the origin of the story at a much more remote period—possibly before the human race had completely evolved from its ape-like ancestry. The suggestion is that Atlantis is a sort of race-memory of the Azores, or even America, at a time before the Atlantic Ocean came into existence."

"According to Wegener's theory of Continental Drift, America was once joined to Europe and Africa, and any schoolboy knows that the two coastlines will still fit almost exactly into each other on the map."

"This means that in the time of our not very remote ancestors it was possibly still feasible to walk to America, or drift across a narrow channel on a log. Thus, the legend of an inhabited land on the site of the present ocean may have arisen. The American continent is, according to this theory, still drifting westwards, and the Atlantic Ocean is getting wider by a few yards every year."

Answer to Puzzle in No. 185.

S	M	I	L	I	N	G
S	P	A	R	R	O	W
S	T	A	T	I	O	N
C	R	I	N	K	L	E
R	E	S	P	I	T	E
C	R	O	Q	U	E	T
M	E	D	I	C	A	L

MIXED DOUBLES

Two words meaning the same thing ("comic" and "funny," for instance) are jumbled in phrase (a); and two words with opposite meanings (e.g., "past" and "future") are mixed in phrase (b).

(a) RUIN A DROP.
(b) ALICE FUSSES CUR.

(Answers on Page 3.)

Every white will have its blackie,
And every sweet its sourie.
Thomas Percy
(1728-1811).

WANGLING WORDS—141

- Place the same two letters, in the same order, both before and after MPLA, to make a word.
- Rearrange the letters of ME DIG CRAB, to make a town.
- Altering one letter at a time, and making a new word with each alteration, change: ALE into BAR, ROUGE into CHEEK, WORK into REST, FLAT into SPIN.
- How many four-letter and five-letter words can you make from IMAGINATION?

Answers to Wangling Words—No. 140

- METTLESOME.
- DORCHESTER.
- CASK, CASE, CANE, WANE, WINE, PUSS, PASS, PAST, PART, CART, CURT, CURE, PURE, PURR.
- SHOT, SOOT, BOOT, BOLT, HOLT, HILT, SILT, SILK, DOVE, DOSE, DOST, POST, PEST, NEST.
- Cent, Flat, Rent, Tern, Fret, Grit, Flag, Flan, Flit, Lent, Fair, Rail, Rift, Lute, Raft, Fine, Line, Tine, Gain, Gaft, Gate, Gale, Girt, Ling, Lung, etc.
- Trine, Nitre, Trail, Trial, Train, Crane, Cruel, Lucre, Lance, Clean, Nacre, Fault, Feint, Faint, Flair, Rifle, Cruet, etc.

ODD CORNER

SOUND vibrations possess energy, and the noise of 100,000 cheering cup-tie fans would provide enough to boil the water for ten cups of tea. This is not the energy they expend in making the noise, but the energy in the noise itself.

Our ears are sensitive to only a small range of sounds. Very low notes on an organ are rather felt than heard, and very high notes which are quite inaudible to us may be heard by dogs. Few people can hear a bat's squeak—it comes at about six octaves above "middle C" on the piano. Vibrations above this limit are known as "ultra-sonic," and can be produced by electrical means.

Ultra-sonic waves have extraordinary properties, which are used in industry. They will convert starch into sugar, "crack" vegetable oils, and sterilise milk. They have been used to boil eggs and to treat tropical skin diseases. A quartz plate vibrating at 300,000 times per second, will burn the finger which touches it. Immersed in a fish-tank, it will instantly kill the fish by disrupting their cell tissues. Ultra-sonic waves are used for echo-sounding at sea because of their great penetration.

TO-DAY'S PICTURE QUIZ



A litter of lions? Nothing of the sort... at least, not technically speaking. You should say—a Pack, Pride, Pace, or a Troop? Which would you say? Answer to Picture Quiz in No. 185: A Skulk.

QUIZ for today

- Fraze is cutting cloth in zig-zags to avoid hemming, a short sentence, tool-marks on metal, solid foam made of ice, fried maize.
- Who wrote (a) The White Prophet, (b) Greenmantle?
- Which of the following is an intruder, and why?—Toscanini, Stokowski, Sir Henry Wood, Paderewski, Sir Adrian Boult.
- For what names do A. E. W. Mason's initials stand?
- Who said, "For the rain it raineth every day"?
- What is the tonnage of the "Queen Mary"?
- Which of the following are mis-spelt?—Statusque, Truncate, Phsycoogy, Rondeau, Gratuity, Illicit.
- What is the length of the River Severn?
- Who was Mrs. Henrietta Boffin?
- How many stripes does a Wing-Commander in the R.A.F. wear on his sleeve?
- Michaelmas Day is 19th September, 29th September, 9th October, 19th October, 29th October?
- Complete the pairs, (a) Bed —, (b) Boiled beef and —.

Oh, what a tangled web we weave
When first we practise to deceive!
Sir Walter Scott.

ALLIED PORTS

Guess the name of this ALLIED PORT from the following clue to its letters.

My first is in OSTRICH, not in WIDGEON,
My second's in PARTRIDGE, not in PIGEON,
My third is in WARBLER, not in OWL,
My fourth is in BANTAM, not in FOWL,
My fifth is in STARLING, not in STORK,
My sixth is in EAGLE, not in HAWK,
My next is in PIPIT, not in WREN,
My eighth is in SPARROW, not in HEN,
My ninth is in PLOVER, not in DRAKE,
My last is in SKYLARK, not in CRAKE.

(Answer on Page 3)

Answers to Quiz in No. 185

- Part of a carriage.
- (a) Marie Corelli, (b) A. Courlander.
- Roach is a freshwater fish; the others are sea fish.
- James Matthew.
- Sterne, in "The Sentimental Journey."
- Nine of diamonds.
- Pellucid, Deceive.
- Caspian Sea, 170,000 square miles.
- Character in Hardy's "Under the Greenwood Tree."
- "Here's twenty thousand Cornishmen," R. S. Hawker, in "And Shall Trelawny Die?" 11. 1860.
- (a) Peasant, (b) Drakes, (c) Tatters.

CROSSWORD CORNER

CLUES ACROSS. 1 Tree. 4 Checked. 10 Sharp. 12 New Zealand conifer.

1	2	3	4	5	6	7	8	9
	10		11		12			
13				14				
			16		17			
18			19		20		21	22
		23	24		25		26	
27	28		29		30		31	32
33		34			35		36	
37			38			39		
40					41			
42							43	

- Individual.
- Wavy appearance.
- Garden plot.
- Number.
- Valuable stone.
- For instance.
- Bone.
- Beak.
- Thanks.
- Intend.
- Past.
- Mouth edge.
- Salt.
- Discussion centres.
- Sate.
- Join.
- Garden favourites.
- Feels indignant at.
- Moisture.

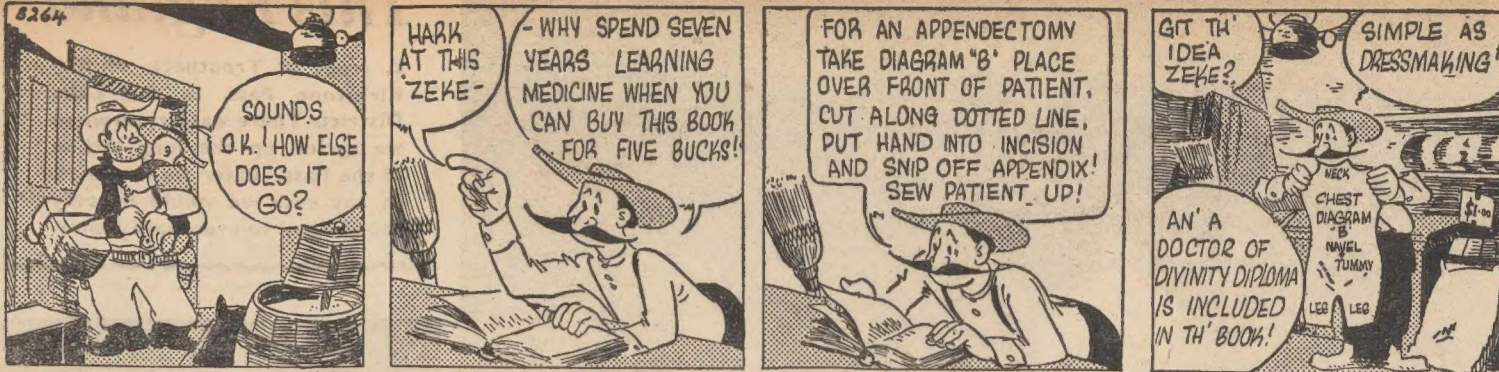
ABACK SKEIN
V. FRITTER
ABOUT REEVE
IRON RANCID
LATCHET TOY
Z. HOCUS L.
BID NUMERAL
REAPER ROTA
ORRIS SEVEN
O. ENTWINE K
DUSKY PERRY

- CLUES DOWN.
- Sully.
 - Impede.
 - Short thoroughfare.
 - Lengthen.
 - Hard stone.
 - Ponder.
 - Wear away.
 - Noise.
 - Corded fabric.
 - Van.
 - Vigour.
 - Part of ear.
 - Part of rupee.
 - Renown.
 - Attribute.
 - Song.
 - Solitary.
 - Animal.
 - Bird.
 - Flag.
 - Refreshment item.
 - Kettle crust.
 - Players.
 - Afterthought.

JANE



BEELZEBUB JONES



BELINDA



POPEYE



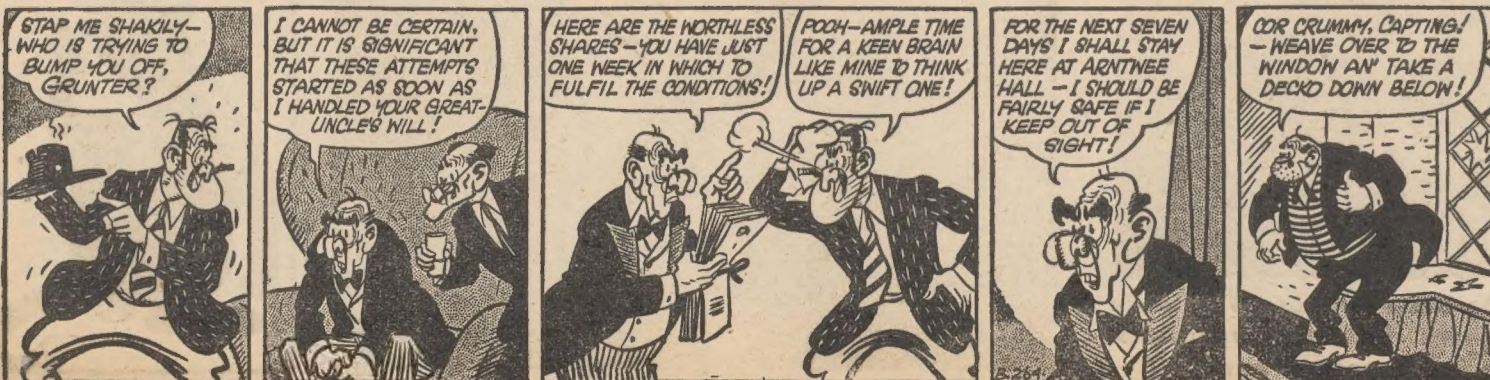
RUGGLES



GARTH

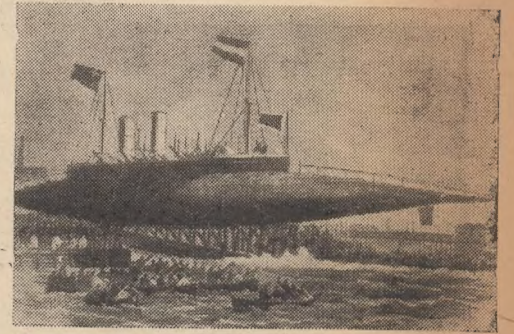


JUST JAKE



HARDLY SHIP-SHAPE (No. 3)

By E. W. Drood



FOR a change, two very contrasted shapes; first a ship that looked like a cigar or a torpedo; and then one that appeared as much like a steam-roller as it did like anything at all.

Ross Winans, American inventor, with his first so-called "cigar-ship," was going all out. He was after the fastest, steadiest and strongest ship in the world.

But for the great ring, set with blades, round her middle, she looked not unlike a submarine, for she had no masts, no rigging, no deck, no keel. There were, to add to the similarity, two thin funnels, like fat periscopes, an erection which might well have been a conning-tower, and a rudder, at either end. She was 180 feet long, with a diameter of 16 feet.

She was going to be strong because of the annular framing; fast, because she was streamlined, with a length eleven times her beam, and would be propelled by the ring of blades revolving at high speed round the hull.

She would be popular because she would cross the Atlantic in four days. She would make a handsome profit because, although she would only carry twenty first-class passengers, they would not mind paying well for such a quick passage.

But—on deck there was no promenading space, though there were four iron seats bolted down. Also—in any sort of a sea the vessel would have been as wet as a torpedo.

Though not a success, the Russian Government ordered a ship to the Ross Winans design, and this was built at St. Petersburg.

Two others were constructed, including one at Millwall, in 1864. This latter had a flat promenade deck 130 feet long. But none of these proved any good.

However, in spite of all this, in 1876 some London marine engineers designed another and greater cigar-ship. She would have looked more like a pencil than a cigar, for with a beam of only 40 feet she was to have a length of some 800.

She was to be driven by a very special engine, which would carry her 1,000 passengers across the Atlantic at thirty knots. The British Admiralty installed one of these special engines in a warship, but it was unsuccessful. The latest cigar-ship was never actually built. She remained, fortunately, just a plan.

The "steam-roller" ship was invented by a Captain Fryer, and was built in America during the eighties.

Three enormous, hollow, water-tight wheels, or revolving floats, supported a deck on which were the driving machinery and also the passenger accommodation. All the wheels, which were driven from the main engine, had fixed to their sides, radially, a ring of paddles.

Captain Fryer called his ship "the buoyant propeller." She rolled over the waves, instead of cutting through them—or was supposed to do so.

That an ungrateful public did not rush to voyage in this floating tricycle contraption was due, perhaps, to their uncertainty as to the degree of buoyancy in a Western Ocean mid-winter, or even mid-summer, storm.

Answers to Mixed Doubles.

(a) DIN & UPROAR.

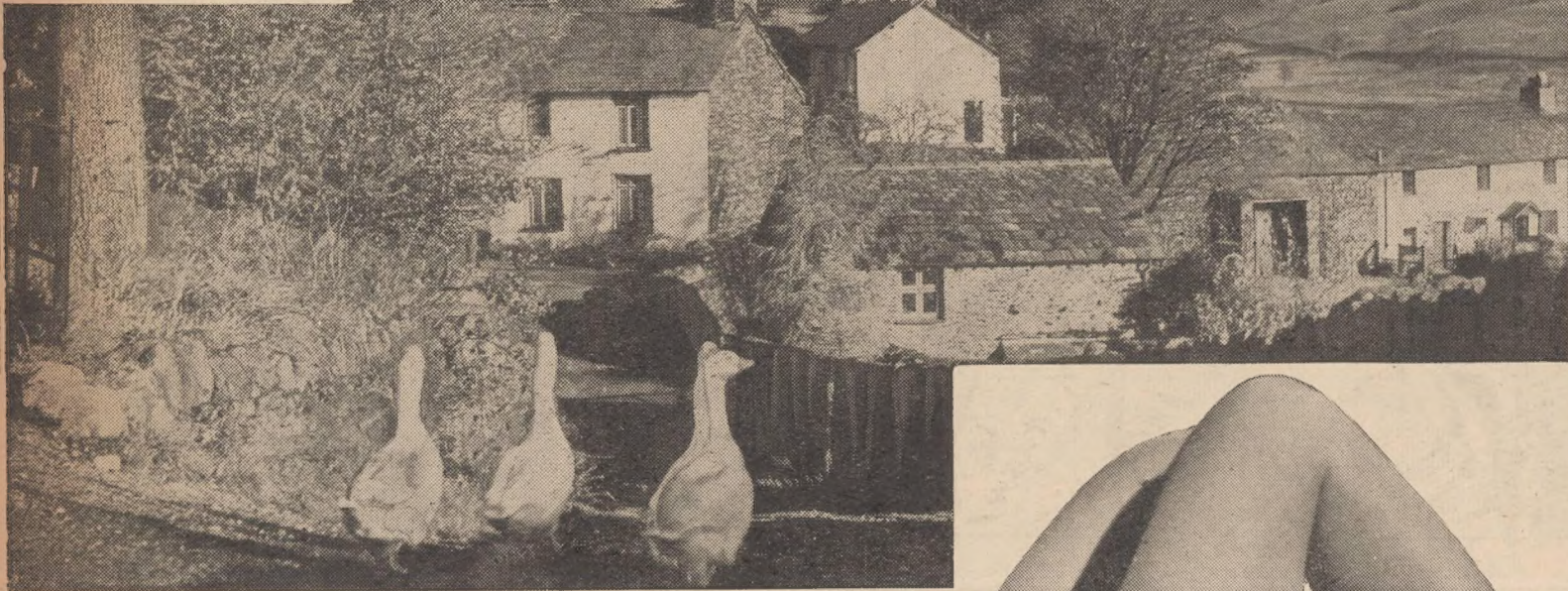
(b) SUCCESS & FAILURE.

Solution to Allied Ports.
HARTLEPOOL.

Send your Stories,
Jokes and ideas
to the Editor

Good Morning

All communications to be addressed to: "Good Morning,"
C/o Press Division,
Admiralty,
London, S.W.1.



HITTING THE DECK



No, we can't tell you who she is, or which deck she's hitting. Keep your eyes skinned, you never know, you know.

This England

A scene at Troutbeck, on the Kirkstone Pass, in the Lake District. There was a time when we cycled up the long incline of the Pass. Later we motored. In any case we would be only too thrilled to even walk it now.



"Just a matter of keeping one's balance, of course. After all, 'junior' used to do it, and if he can I don't see anything difficult about it."

DON'T TELL ME MORE



SHIP'S CAT SIGNS OFF

"You ain't heard nuthin' yet, sister"



Sparring for an opening. Sam and Barbara, famous Whipsnade Zoo bears, having one of their frequent domestic arguments. 'Twas ever thus apparently, even in the animal world.